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### IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. – 29. (Canceled)

30. (Currently Amended) ~~[[A n]]~~An internal combustion engine comprising:  
an engine having at least one cylinder formed therein;  
a throttle body attached to the engine;  
a first passage having a valve therein and configured to have a variable cross-section; and  
a second passage vented to atmosphere and having a fixed cross-section~~[[.]].~~  
the second passage including a tube and the fixed cross-section varies along a length of the tube,  
the tube having a first section with an outer diameter that is less than a diameter of the second passage, a second section having an outer diameter that substantially matches the diameter of the second passage, and a third section having an outer diameter that is larger than the diameter of the second passage.

31. – 32. (Canceled)

33. (Currently Amended) ~~[[T he]]~~The internal combustion engine of claim ~~[[32]]~~30 further comprising an annular groove formed in the second section.

34. (Currently Amended) ~~[[T he]]~~The internal combustion engine of claim ~~[[32]]~~30 wherein the first section passes into an inner chamber of the throttle body.

35. (Currently Amended) ~~[[T he]]~~The internal combustion engine of claim 30 wherein the valve is a throttle plate rotatably positioned in the first passage.

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36. (Currently Amended) ~~[[T he]]~~The internal combustion engine of claim 35 wherein the throttle plate prevents a flow of combustion gas through the first passage for a predetermined displacement of a throttle actuator.

37. (Currently Amended) ~~[[T he]]~~The internal combustion engine of claim 35 wherein the throttle plate prevents engine noise from exiting the engine along the first passage for a predetermined range of engine operation.

38. (Currently Amended) ~~[[T h e]]~~The internal combustion engine of claim 30 wherein the second passage provides adequate combustion gas to the engine for a predetermined range of engine speed.

39. (Currently Amended) ~~[[Th e]]~~The internal combustion engine of claim 30 further comprising a throttle linkage attached to the throttle body and connected to the valve, the throttle linkage including a plurality of links, each link having a permanently fixed range of rotation.

40. – 46. (Canceled)

47. (New) A throttle body for an engine comprising:  
a housing;  
a chamber located in the housing;  
a first inlet in fluid communication with a first side of the chamber;  
a throttle plate located in the first inlet;  
a second inlet in fluid communication with a second side of the chamber opposite the first side; and  
an outlet in fluid communication with the chamber.

48. (New) The throttle body of claim 47, wherein the second inlet comprises an idle air bypass tube, the idle air bypass tube having an inlet end and an outlet end.

49. (New) The throttle body of claim 48, wherein the outlet end of the idle air bypass tube extends inside the chamber.

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50. (New) The throttle body of claim 49, wherein the inlet end of the idle air bypass tube extends away from the housing.
51. (New) The throttle body of claim 48, wherein the inlet end of the idle air bypass tube extends away from the housing.
52. (New) The throttle body of claim 47, wherein the outlet comprises two outlets.
53. (New) The throttle body of claim 52, wherein the second inlet is located between the two outlets.
54. (New) The throttle body of claim 52, wherein the two outlets are in fluid communication with the second side of the chamber.
55. (New) The throttle body of claim 47, wherein the outlet is in fluid communication with the second side of the chamber.
56. (New) The throttle body of claim 47, wherein the first inlet has a first longitudinal axis, and the second inlet has a second longitudinal axis parallel to the first longitudinal axis.
57. (New) The throttle body of claim 56, wherein the second longitudinal axis is offset from the first longitudinal axis.
58. (New) The throttle body of claim 47, wherein the first inlet has a larger diameter than the second inlet.
59. (New) The throttle body of claim 58, wherein the second inlet has a longitudinal axis which extends through a perimeter of the first inlet.
60. (New) The throttle body of claim 47, further comprising a throttle shaft connected to the throttle plate and rotationally mounted within the first inlet.

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61. **(New)** An internal combustion engine comprising:  
an engine body;  
at least one cylinder formed in the engine body;  
a throttle body attached to the engine body and having a first and a second throttle body inlet;  
a chamber located in the throttle body;  
the first throttle body inlet facing away from the engine and in fluid communication with the chamber;  
the second throttle body inlet facing towards the engine body and in fluid communication with the chamber;  
a throttle plate located in the first throttle body inlet; and  
a throttle body outlet fluidly communicating the chamber with the engine body.
62. **(New)** The internal combustion engine of claim 61, wherein the first throttle body inlet is on a side of the chamber opposite a side of the chamber where the second throttle body inlet is located.
63. **(New)** The internal combustion engine of claim 61, wherein the second throttle body inlet comprises an idle air bypass tube, the idle air bypass tube having an inlet end and an outlet end.
64. **(New)** The internal combustion engine of claim 63, wherein the outlet end of the idle air bypass tube extends inside the chamber.
65. **(New)** The internal combustion engine of claim 64, wherein the inlet end of the idle air bypass tube extends towards the engine body.
66. **(New)** The internal combustion engine of claim 63, wherein the inlet end of the idle air bypass tube extends away from the housing.
67. **(New)** The internal combustion engine of claim 61, wherein the throttle body outlet comprises two throttle body outlets.

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68. (New) The internal combustion engine of claim 67, wherein the second throttle body inlet is located between the two throttle body outlets.
69. (New) The internal combustion engine of claim 67, wherein the two throttle body outlets face towards the engine body.
70. (New) The internal combustion engine of claim 61, wherein the throttle body outlet faces towards the engine body.
71. (New) The internal combustion engine of claim 61, wherein the first throttle body inlet has a first longitudinal axis, and the second throttle body inlet has a second longitudinal axis parallel to the first longitudinal axis.
72. (New) The internal combustion engine of claim 71, wherein the second longitudinal axis is offset from the first longitudinal axis.
73. (New) The internal combustion engine of claim 61, wherein the first throttle body inlet has a larger diameter than the second throttle body inlet.
74. (New) The internal combustion engine of claim 73, wherein the second throttle body inlet has a longitudinal axis which extends through a perimeter of the first throttle body inlet.
75. (New) The internal combustion engine of claim 61 further comprising a throttle shaft connected to the throttle plate and rotationally mounted within the first throttle body inlet.